

SHIPPING BOARD DOES NOT INTEND TO OVERTURN COASTWISE POLICIES

Board Makes It Plain That Exceptions Will Be Made Only When War Needs Warrant

In the first annual report of the shipping board it is made plain that the "manifest purpose of Congress is not to overturn the policy of our coastwise shipping laws, but rather to make temporary exceptions to that policy where war needs necessitate such exceptions."

This is directly in opposition to the campaign which is being carried on by Honolulu interests and foreign shipping companies which wish to secure the granting of permits to foreign vessels to enter the coastwise trade under six months' licenses.

The following comment is made in the shipping board's report regarding the admission to the coastwise trade of vessels of foreign registry and foreign-built vessels under American registry:

"On October 6, 1917, an act of Congress was approved authorizing the board to suspend the provisions of law excluding from coastwise trade foreign-built vessels and vessels of foreign construction. This was a war measure designed to make possible a more economical use of tonnage and the replacement of coastwise tonnage which it had been necessary to divert to military service. The act authorizes the board to issue permits which must limit and define the scope of the trade and the time of employment, and the powers granted thereunder expire automatically 120 days after the close of the war."

"This act has not been in force for a sufficient length of time to permit of any extended discussion of its effect and administration. During the month of October nine coastwise permits were granted for single trips. In administering the act the board has borne in mind the manifest purpose of Congress not to overturn the policy of our coastwise shipping laws, but rather to make temporary exceptions to that policy where war needs necessitate such action."

Requisition Program

Interesting comment is also made in the report on the requisitioning program of the government, and, in part, is as follows:

"Extraordinary war demands on merchant tonnage of the world have necessitated a severe temporary disposition of existing shipping; and the task of procuring the requisite tonnage for military purposes, with the least possible disturbance of commercial and industrial enterprises, has devolved upon the board.

"For obvious reasons the details of this work cannot now be published; nor can statistics be given showing what tonnage has been taken out of existing routes, or to what service it has been diverted. The general purposes which have guided the board, however, may be stated.

"The first consideration has been to force the military necessities of the government united in the war against Germany, as presented by the military authorities. To supply these needs, it often has been necessary to take vessels out of trades which in normal times would have been regarded as of great importance. The board in this connection is pleased to testify to the patriotic spirit in which shipping interests have met the situation, even when it has entailed serious individual losses.

"The board has continually borne in mind, however, that too drastic a curtailment of commercial transportation would defeat its own ends. Raw materials essential to the production of military supplies and nitrates vitally needed to sustain the output of farms could not be neglected. With the acute congestion of rail traffic, coal must be transported by water, so that the war industries of the Atlantic coast shall not be deprived of sustenance.

"In the emergency shipping fund section of the urgent deficiencies act of June 15, 1917, the president was given power to requisition ships, on payment of just compensation, and this power, by executive order of July 11, 1917, was delegated to the board. That this power was essential to a proper performance by the board of its vast service will be vividly realized from an examination of charter and freight rates at the time of America's entrance into the war. A few concrete instances will suffice to illustrate:

Charter Rates.

"Time charter rates on cargo steamers in the spring of 1914 were at a prevailing rate of about \$1 per deadweight ton per month. An average of six time charters of American vessels, ranging from three to six months, made in July to September, 1917, for trades not in the war, were at a figure of \$15.50 per deadweight ton per month. For steamers on voyages to the war zone, during the summer of 1917, charters were made at rates as high as \$21 per ton per month for New York-Genoa trade, and \$20 per ton per month for New York-France trade, the charterer bearing war risk. Time charter rates on tankers in 1914 were at approximately \$1.70 per deadweight ton per month for long periods and \$2.40 for short periods. In the summer of 1917 the prevailing rates were in excess of \$12.50.

"Freight rates have shown an even greater advance, largely because freight rates include war risk on vessels, while under a time charter war risk is borne by the charterer. Rates on cotton in the spring of 1914 from Savannah to Liverpool were about 25 cents per 100 pounds and to Genoa about 55 cents. From New Orleans the rates ranged about 10 cents higher. Rates in the summer of 1917 were at a level of 35 per 100 pounds to Liverpool and \$10 per 100 pounds to Genoa, with New Orleans rates about 25 cents to 35 cents higher. Rates on petroleum from New York to Liverpool in 1914 were about \$4 per ton. By 1917 they had reached \$50, including war risk on vessels. Rates on grain from New York to the United Kingdom early in 1917 were approximately \$5.50 per quarter, as compared with 50 cents per quarter early in 1914.

"A portion of these increases has no doubt been justified by larger costs

18,000,000 TONS OF SHIPPING AT ALLIES DISPOSAL

Before the conference of the allied war council in Paris, a plan had been worked out for the pooling of allied ships for war purposes, the adoption of which was to be urged by the American delegation.

If the agreement is eventually followed out there will be approximately 18,000,000 tons of shipping, 13,000,000 tons being British, 2,000,000 tons American, 1,600,000 tons French, and 1,250,000 tons Italian.

The allied shipping pool would probably not have all the 18,000,000 tons at its disposal, since each allied nation must retain a number of its vessels for transports and auxiliaries. All of these nations involved in the pool would hardly agree to include in the pool their own coastwise ships or other ships engaged in necessary trade.

But pooling of the ships is believed necessary for a more efficient and economic use of the aggregate freight-carrying facilities of the allied nations.

GENTLEMAN DETECTIVE IS SOUGHT BY ROSE

"Wanted—A gentleman to do detective work under Chief of Detectives Arthur McDuffie. Please apply at once. No other than a gentleman need apply."

Such in brief is the latest requirement of the police department as set forth yesterday morning by Sheriff C. H. Rose before the board of supervisors.

Since W. H. ("Pop") Hutton left the police force to become license inspector such a position has been vacant and Sheriff Rose states that the demand for a gentlemanly detective is great. He is especially wanted to attend social functions to ward off burglars, etc.

The board promised to aid in finding the right man.

VITAL STATISTICS

BORN

NEVES—In Hilo, Hawaii, Dec. 26, 1917, to Mr. and Mrs. Louis Neves, Jr., of 14 Mauna Loa street, Villa Franca, a son.

MARRIED

MEISNER-EDWARDS—In Honolulu, December 24, 1917, George Rae Meisner and Miss Bertha Edith Edwards, Rev. Leon L. Loofbourrow, pastor of the First Methodist Episcopal church, officiating; witnesses—Miss Grace A. Edwards and H. D. Steilman.

WETZEL-KASHINOKI—In Honolulu, December 24, 1917, August Wetzel and Miss Sada Kashinoki, Rev. Leon L. Loofbourrow, pastor of the First Methodist Episcopal church, officiating; witnesses—Miss Julia Niemeyer and Miss Grace Kekihi.

SELLERS-JOHLIN—In Honolulu, December 27, 1917, James Sellers and Miss Minnie Johlin, Rev. Father H. Valentini, of the Catholic cathedral, officiating; witnesses—Luther H. Williams and Rosie Corria.

BISCHOFF-NEE—In Honolulu December 26, 1917, Lieut. Edward A. Bischoff and Mrs. Gladys Marie Schurman Nee, Rev. Albert W. Palmer, of Central Union church, officiating; witnesses—O. McCullough and Mrs. M. Marks.

HARTMAN-SCHMIDT—In Honolulu, December 24, 1917, John Barber Hartman and Miss Marie Agnes Schmidt, Rev. Albert W. Palmer, of Central Union church, officiating; witnesses—Dr. H. Clemmens and Isabel M. Tindall.

ANTHONY-MOSSMAN—In Honolulu, Dec. 25, 1917, Guy L. Anthony and Miss Eva Mossman, Rev. Dr. John P. Erdman of the Hawaiian Evangelical Association officiating; witnesses—George Barnes and Irene West.

NELSON-LUSCOMBE—In Hilo, Hawaii, Dec. 25, 1917, P. Nelson of Honolulu and Miss Amanda Luscombe of Hilo, Rev. Ernest G. Silva, pastor of the Portuguese Evangelical Church of Hilo, officiating; witnesses—Mr. and Mrs. W. B. Woodside.

DIED

KAIHE—In Honolulu, December 28, 1917, Kamehameha Kaihe of Nuuanu, a native of this city. Buried yesterday in Loch View cemetery.

HEHIA—In Honolulu, December 27, 1917, John K. Hehila, of 801 Hanalei street, married, fisherman, a native of this city, aged 45 years, 3 months and 6 days. Buried yesterday in Pauoa church cemetery.

PERKINS—In Honolulu, December 28, 1917, Levi Perkins, of 1603 Fort street, widower, railroad engineer, a native of New York City, 70 years old. Funeral services at 3 o'clock tomorrow afternoon; interment in Makiki cemetery.

HADRA—In Fort Shafter, Honolulu, December 28, 1917, Major Frederick Hadra, M. C. U. S. A., married, a native of Berlin, Germany, 50 years and 4 months old. Funeral arrangements to be announced later.

MACKAY—In Honolulu, Dec. 30, 1917, William Wallace Mackay of Alewa Heights, father of Mrs. Oliver N. Walker, a native of New York City, 74 years, 4 months and 10 days old. Funeral services First Methodist Episcopal church, 3 o'clock this afternoon; no flowers; interment in San Francisco.

BAPTISTA—In Kulamann, Hilo, Hawaii, Dec. 26, 1917, Mrs. Hannah Baptista, a native of Hawaii, 26 years, 4 months and 6 days old.

PUA—In Hilo, Hawaii, Dec. 23, 1917, Mrs. Kauihi Pua, a native of Hawaii, 49 years old.

Mr. William Thompson, explorer and author, who has completed an expedition through the Peace River country into the Arctic Circle, reached a point 2500 miles north of Edmonton. He describes the country there as wonderful, and says that Canada has in this new north country a heritage her people had not as yet realized.

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CABLE CHIEF ISOLATED 15 YEARS AT MIDWAY IS TO SEE OUTSIDE WORLD

After 15 years as superintendent of the cable station on the little Midway isle, D. Morrison is to be relieved by Pat McKenna, present cable superintendent at Guam, and formerly superintendent of the San Francisco office.

According to reports by passengers arriving here on the Flagline Ward today.

In all this time Mr. Morrison has made only about two trips to the outside world from his island domain, where the population seldom exceeds 25 persons. One of these trips was when he went to the states to take a bride and gain permission for his wife to reside on the island.

This was 10 years ago and Mrs. Morrison has the distinction of being the only woman who has ever lived on the island, the cable company prohibiting other employees from having their families with them, or the employment of female servants. The Morrises have a son about eight years of age who was born on Midway.

The change of superintendents is to be made early in January, it is stated.

PECULIAR WEATHER IS REPORTED BY SKIPPER ON TRIP FROM MIDWAY

A detailed report of the unusual and contradictory weather conditions now being encountered by navigators is made by Capt. George H. Piltz, master of the Florence Ward in from Midway island, to the Honolulu weather bureau. Absence of trade winds and variable winds and gales from other directions are commented upon by the captain.

The report covers the period from Dec. 23 to Dec. 30, and begins with the statement that the observations have been the "most unusual I have observed during the month of December for the past 15 years." It continues:

"As will be noted on the record sheet, a westerly wind, which would freshen with sunrise, then back into about W. S. W., and freshen to force at 7 or 8 o'clock to 2 o'clock p. m., then moderate to a large fast running westerly sea would rise and moderate with the wind, then freshen from force from 3 to 5 o'clock to about 5 to 9:30 p. m., with rising barometer. The sky would cloud over for a short spell, but would clear miraculously in a few minutes. Strong squalls from a clear sky were had, but none from clouds. When latitude N. 25 was reached the clouds took on cumulus form."

In meteorological terms "cumulus clouds" are those with a dome crest and protuberances, but with a flat base.

STATUS OF MAIL AT PIER STILL IN DOUBT

Doubt is still expressed by government officials as to the advisability of mail being received at steamships for delivery in the United States, although it is pretty generally agreed that the acceptance of such mail for a foreign port might render the steamship company liable to the government for violation of the censorship law.

A Japanese steamer in port Friday which was bound for the coast refused to receive mail at the gangway, on the advice of its Honolulu agents.

Even if the steamer was bound for an American port the contention is made that mail for a ship touching at foreign ports could be mailed here and then brought back through Honolulu, and so on out of the country.

Postmaster D. H. Macadam has written to the San Francisco office to ascertain what interpretation of the censorship clause of the "trading with the enemy act" has been made there regarding the receipt of mail at gangways.

He points out that most of the steamers have mail carrying contracts which requires them to accept such mail, although now seemingly in violation of the war censorship regulations.

HARBOR NOTES

A Matsen steamer en route to the islands is delayed 26 hours, presumably by the heavy weather which other navigators arriving here reported.

A heavy blast of dynamite in the Kaili channel on Saturday afternoon, which was set off by the Hawaiian Dredging Co., resulted in the killing of a great number of fish.

P. N. Sharma, a native of India, who was one of the important witnesses for the government in the Hindu plot cases, was refused a landing here when he passed through Sunday. Sharma was not allowed to remain in the United States and take a law course at the Columbia university as he desired, and this is probably the reason his landing here was denied.

For the first time Castle & Cooke acted as the agents for a China Mail Steamship Co. steamer which was in port yesterday. Hicfield & Co. were formerly agents for this line, as they also were for the Pacific Mail Steamship Co., which has opened a separate office on Merchant street. The China steamer brought over 600 bags of mail to Honolulu.

The tug Printer, which belongs to the Philadelphia Breakwater Co., and which has been used for the past two years on the Hilo breakwater work, has left the inter-island drydock where she has been receiving a thorough

RAIDER LUTECE NEW REPORTED OFF CHILE COAST

That the French schooner Lutece with 60 of the crew of the German raider Seeadler manning her, is prowling off the South American coast, was the information brought here yesterday by passengers on the Union Steamship company's liner Moana, arriving from Papeete and other South Sea ports, says the San Francisco Chronicle of Dec. 27. The whereabouts of the Lutece has been a mystery since the Teuton "pirates" set sail in the vessel last August, leaving about 100 Americans marooned on Mopelia island.

Tenri Ernest Grand of Papeete, owner of the Lutece, was a passenger on the Moana. Grand and others coming from the Tahitian town, said that the Lutece had been sighted by Captain A. E. McDonald of the brig Geneva off the coast of Chile in October. McDonald was familiar with the appearance of the schooner, having seen her many times at Papeete. He told friends there could be no doubt he had been in danger of capture by the Germans. The skipper was so fearful of the intentions of the strange vessel, which was only a few hundred yards away, that he got up all the steam possible on the donkey engine and planned to resist any invasion with steam and hot water. He said he intended to ram the schooner if the vessel was brought near his ship. Night came on and the suspected raider disappeared in the darkness.

Grand was questioned by agents of the department of justice on his arrival on the Moana, as he was at one time agent of a German firm at Papeete. His standing was established, and he was not detained. He has a son in the French army, who has been decorated for bravery, and two daughters attending school here.

FLAURENCE WARD BRINGS THREE UP FROM MIDWAY

Relieved after 15 months' lonely service on Midway island, three passengers arrived in Honolulu on the Florence Ward today. They are Louis Stroupe, an operator and Honolulu youth, son of the superintendent of the Lucas mill; George Scott, another operator, and Jack Weedy, former prize fighter and Honolulu waterfront policeman.

Weedy has been acting as general rigger being constantly in demand. He was enrolled on the ship's papers as "third mate" and is entitled to a first class discharge, according to Capt. George Piltz.

Six of the crew on this voyage of the Florence Ward are Marshall Islanders, who came here on German ships. They make good sailors, according to Capt. Piltz, and none of them seems anxious to return to the Marshall Islands, as they object to Japanese rule.

The Florence Ward made no other calls other than at Midway, as it was learned there that the balance of the shipwrecked Thor crew had reached Honolulu.

The Florence Ward has been on the Midway voyage since Dec. 1.

PASSENGERS EXPECTED

The following passengers have been booked in San Francisco to arrive here on the next Matsen steamer from the coast:

Mrs. Bertha George, Mrs. A. C. Pfender, Everett Green, Mr. and Mrs. W. Burgen, Mrs. Nellie Johnson, Mrs. J. Lyle, Miss Rubey Moore, Mrs. J. Schwartz and family, W. Williams, Mrs. A. E. Schoen, Fred Philip, Mrs. Robert Lukens, F. J. Lee, Miss Frances B. Flynn, M. Patton, Miss G. M. McIlwain, Mrs. F. W. Lagerquist, C. H. Dickey, C. J. Fiebig, W. M. Giffard, Mrs. A. M. Nather, Mrs. W. Wham, Mrs. Lela M. Roullette, John Galarruth, Mrs. Clement G. Smith and son, Miss Burnhand, J. Gartland, Mrs. Gartland, Mrs. J. Lyle, Miss Elizabeth Perdu, J. Humburg, Miss Lottie Philip, Mr. Carlson, A. Vekander, Mrs. L. M. Gray, Mrs. F. J. Lee, Mrs. F. W. Jennings, Mrs. N. Mark, Mrs. W. H. Bebee, Mrs. L. W. Wight, Mrs. C. H. Dickey, L. Aaron, A. M. Mather, W. Wham, Miss Dorcia Haller, Mrs. Robert E. Scott.

cleaning, for a voyage to the Atlantic. The Printer is to be taken to the Atlantic and sold, as it is believed a larger price will be received for her there than here.

A "turtle back" cover for the forward part of the tug is being built, "which will keep her from acting like a submarine," as is explained by one of her crew. It is estimated it will take the Printer about two months to go to New York or Philadelphia by the way of the Panama canal.

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Date	High Tide Large	High Tide Small	Low Tide Large	Low Tide Small	Sun Rises	Sun Sets	Moon Rises	Moon Sets
	A.M.	P.M.	P.M.	P.M.	A.M.			
Dec. 24	1:16	1:9	12:14	6:19	8:20	6:37	5:27	3:05
" 25	1:59	2:0	1:16	7:03	9:29	6:37	5:24	4:04
" 26	2:40	2:1	2:2	7:45	10:41	6:37	5:29	5:03
" 27	3:19	2:2	3:02	8:27	10:38	6:38	5:29	6:01
" 28	3:57	2:2	3:46	9:08	11:14	6:38	5:26	6:58
" 29	4:33	2:1	4:31	9:47	11:49	6:38	5:30	7:00
" 30	5:08	2:0	5:16	10:26	12:23	6:39	5:31	7:53

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